

ENR 1.7 Altimeter setting procedures

1 Introduction

Altimeter setting procedures based on *ICAO Doc 8168, Vol. 1, Part 6* are given below together with associated procedures and information.

2 Basic procedures

2.1 General

Information on altimeter settings (QNH or QFE on request) and on transition level will be given on routine basis by the appropriate air traffic services unit to meet operational requirements during take-off, climb out, approach and landing.

2.1.1 Transition altitude, level and layer

There is three altimeter setting regions in Georgia:

- a. Tbilisi TMA;
- b. Kutaisi TMA;
- c. Batumi TMA.

Transition altitude for Tbilisi TMA is common. It is 7600 FT.

A common transition level is established for Tbilisi TMA. It is FL 90.

Transition altitude for Kutaisi TMA is common. It is 7000 FT.

A common transition level is established for Kutaisi TMA. It is FL 90.

Transition altitude for Batumi TMA is common. It is 7000 FT.

A common transition level is established for Batumi TMA. It is FL 90.

Note. – *Horizontal flights within the transition layer are prohibited. Only climbing or descending procedures through the transition layer are allowed.*

2.2 Altimeter setting region

2.2.1 Flight level zero is located at the standard atmospheric pressure level of 1013.2 HPA at mean sea level (MSL). Consecutive flight levels are separated:

- by a pressure interval corresponding to 500 FT up to flight level 19500 FT (FL 195);
- by a pressure interval corresponding to 1000 FT from FL 195 up to flight level 29000 FT (FL 290);
- by a pressure interval corresponding to 2000 FT from FL 290 up to flight level 66000 FT (FL 660).

Cruising flight levels for VFR and IFR flights in controlled airspace shall be chosen in accordance with the flight level table given in Para 2.7.

2.3 Terrain Clearance-Information on QNH values

To determine terrain clearance the QNH values from the reporting station nearest to the position of the aircraft shall be used. For this purpose QNH values are available from all controlled aerodromes.

Note. – *Information mentioned above will not necessarily be available on a 24 hours basis. This depends on the hours of service for the unit providing such information.*

2.4 Altimeter setting procedure for flights conducted outside controlled airspace

The vertical position of aircraft outside controlled airspace shall be expressed:

- a. for IFR flights: in terms of flight levels according to the magnetic track (see Table of cruising levels - Para 2.7);
- b. for VFR flights:
 - * when conducted above 3000 FT MSL or 1000 FT AGL, whichever value is greater, in terms of flight levels according of the magnetic track (see Table of cruising levels - Para 2.7);
 - * when conducted at 3000 FT MSL or below 1000 FT AGL, whichever value is greater, in terms of altitude in which case the QNH altimeter setting value of the region considered shall be used.

2.5 Altimeter setting procedure for flights conducted within controlled airspace

2.5.1 IFR flights

Transition from flight levels to altitudes and vice versa. The vertical position of aircraft when at or below the transition altitude shall be expressed in terms of altitude, whereas such position at or above the transition level shall be expressed in terms of flight levels. While passing through the transition layer, vertical position shall be expressed in terms of flight levels when climbing and in terms of altitude when descending.

2.5.2 QNH

The QNH will be transmitted unasked to arriving and departing aircraft.

2.5.3 En-route

While flying on international airways within the airspace in which Georgia bears the responsibility of ATS, vertical separation is provided in accordance with the requirements given in Para 2.2 and Para 2.7.

2.5.4 Missed approach

The procedures in Para 2.5.1 shall be applied in the event of a missed approach.

2.6 VFR flights

When the flights are conducted within a terminal control area or a control zone, the vertical position of aircraft shall be expressed:

- in terms of altitudes at or below the transition altitude;
- at and above the transition level, in terms of flight levels corresponding to the magnetic track (see Table of cruising levels - Para 2.7).

When the flights are conducted on an airway, the vertical position of aircraft shall be expressed:

- in terms of altitude at 3000 FT MSL or below 1000 FT AGL, whichever value is greater;
- above 3000 FT MSL or 1000 FT AGL, whichever value is greater, in terms of flight levels corresponding to the magnetic track (see Table of cruising levels - Para 2.7).

2.7 Tables of cruising levels

| MAGNETIC TRACK | | | | | | | |
|----------------|-------|-------------|-------|-------------|-------|-------------|-------|
| 000° — 179° | | | | 180° — 359° | | | |
| IFR Flights | | VFR Flights | | IFR Flights | | VFR Flights | |
| FL | Feet | FL | Feet | FL | Feet | FL | Feet |
| 30 | 3000 | 35 | 3500 | 40 | 4000 | 45 | 4500 |
| 50 | 5000 | 55 | 5500 | 60 | 6000 | 65 | 6500 |
| 70 | 7000 | 75 | 7500 | 80 | 8000 | 85 | 8500 |
| 90 | 9000 | 95 | 9500 | 100 | 10000 | 105 | 10500 |
| 110 | 11000 | 115 | 11500 | 120 | 12000 | 125 | 12500 |
| 130 | 13000 | 135 | 13500 | 140 | 14000 | 145 | 14500 |
| 150 | 15000 | 155 | 15500 | 160 | 16000 | 165 | 16500 |
| 170 | 17000 | 175 | 17500 | 180 | 18000 | 185 | 18500 |
| 190 | 19000 | 195 | 19500 | 200 | 20000 | 205 | 20500 |
| 210 | 21000 | 215 | 21500 | 220 | 22000 | 225 | 22500 |
| 230 | 23000 | 235 | 23500 | 240 | 24000 | 245 | 24500 |
| 250 | 25000 | 255 | 25500 | 260 | 26000 | 265 | 26500 |
| 270 | 27000 | 275 | 27500 | 280 | 28000 | 285 | 28500 |
| 290 | 29000 | | | 300 | 30000 | | |
| 310 | 31000 | | | 320 | 32000 | | |
| 330 | 33000 | | | 340 | 34000 | | |
| 350 | 35000 | | | 360 | 36000 | | |
| 370 | 37000 | | | 380 | 38000 | | |
| 390 | 39000 | | | 400 | 40000 | | |
| 410 | 41000 | | | 430 | 43000 | | |
| 450 | 45000 | | | 470 | 47000 | | |
| 490 | 49000 | | | 510 | 51000 | | |
| 530 | 53000 | | | 550 | 55000 | | |
| etc. | | | | etc. | | | |

3 Procedures applicable to operators (including pilots)

3.1 Flight planning

The levels at which a flight is to be conducted shall be specified in the flight plan. The flight level on route section in which responsibility for air traffic service rests with Georgia shall be expressed in the following manner:

- in terms of flight levels if the flight is to be conducted at or above the transition level, and
- in terms of altitude if the flight is to be conducted in the terminal area or the control zone at or below the transition altitude.

4 Special procedures regarding departures with military fighter aircraft

Military fighter aircraft taking off in formation under instrument meteorological conditions shall change the altimeter setting from the QNH value of the aerodrome to 1013.2 HPA (760 mm mercury) as soon as possible after passing the transition altitude provided such change will not constitute a risk for loss of visual contact between the elements in the formation. In case when an altimeter with the feet-scale is not installed on board a military fighter aircraft, a table for converting feet into meters shall be available in the cockpit.

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